# DEMANDS FOR SUPPLEMENTARY GRANTS.

## DEMAND III—PUBLIC WORKS DEPARTMENT INCLUDING WATER WORKS AND DRAINAGE.

**DEWAN BAHADUR L. VENKATAKRISHNAN:** Sir, I move the House for a supplementary grant of Rs. 6,47,608 for the following items.

Rs. 15,780 for recoating the bad portions of Alwaye-Edapally road. A lot of complaints have been received about the bad condition of this road and arrangements have been made for carrying out the work. This grant is required for expenditure towards that end.

**MR. P. S. NATARAJA PILLAI:** Is it not included in the budget?

**DEWAN BAHADUR L. VENKATAKRISHNAN:** This is for the repair of a road which has become bad.

**MR. P. S. NATARAJA PILLAI:** Is it intended for this financial year?

**DEWAN BAHADUR L. VENKATAKRISHNAN:** Yes.

The second item of Rs. 8,590 is in connection with the Chackai-Thampanoor extension. This expenditure was incurred when the railway was extended. The amount of Rs. 8,590 related to the improvements to roads in the vicinity rather than for the railways. It is being written back. It is merely a book adjustment.

The third item of Rs. 27,880 is for special repairs and improvements to the tarred roads in the town of Quilon and the roads used by the vehicles of the Transport Department. The roads in Quilon had become bad and we were trying our best to improve them. We were suddenly informed by the Government of India that some bitumen will be available. We propose to take advantage of it and finish the road.

**MR. P. S. NATARAJA PILLAI:** Is it going to be spent within the next two months?

**DEWAN BAHADUR L. VENKATAKRISHNAN:** Yes. There has been a certain amount of difficulty in getting bitumen. Now that we get the supply it is proposed to utilise it for the improvement of the road.

**MR. P. S. NATARAJA PILLAI:** Is there not a provision in this year's budget for the repair of the roads at Quilon?

**DEWAN BAHADUR L. VENKATAKRISHNAN:** There is a provision for General Repair.

**MR. P. S. NATARAJA PILLAI:** In the budget is there not a provision?

**PRESIDENT:** You may put your questions as soon as he finishes. He will answer then.

**DEWAN BAHADUR L. VENKATAKRISHNAN:** We have just now received some bitumen and the work has to be proceeded with immediately.

Item No. 4; Rs. 3,290 for the supply of small racks to the paper store building in the Government Press premises. A lot of paper was obtained from Punaloor and they forced it on the Government Press in heaps. They had no space to stock them. The room in which they were kept was damp and the paper at the bottom was getting damaged. So it was proposed to put up certain racks to preserve the paper properly. This grant is intended for that item.

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[Dewan Bahadur L. Venkatakrishnan]

Item No. 5; Additional staff for the Trivandrum P. W. D. division Rs. 1,368. It is intended for one sub division office consisting of one Assistant Engineer 4 Supervisors and the required staff. There are only 2 sub-division officers to look after all the roads and other special works in the Trivandrum division. It is found that supervision work cannot be properly carried out by this limited staff. So it is proposed with the approval of the House to appoint the additional staff.

The next item is special repairs to main roads in the State—Rs. 5,16,700. It is as a result of the inflation that has happened recently. The prices of whatever articles we get down have gone up tremendously. This accounts for the additional expenditure for the repair of the roads.

Item No. 7: is for the construction of new go-down at Valiathurai for storing foodgrains—Rs. 65,000. We have put up a large number of temporary sheds last year and quite a large number this year. We are getting very large quantities of food grains from outside, sometimes in a lump. To store them we want additional go-downs. We have to proceed with the work so that immediately they are received they may be properly stored. This amount is required for that purpose.

Item No. 8: For the prevention of water stagnation in front of the quarters of the Excise subordinates at Thamaracolam—Rs. 9,000. The estimate is for Rs. 12,000. There is a provision of Rs. 3,000. If we do not proceed with the work immediately the contractor will stop the work and we will have to call for fresh tenders which would mean an additional expenditure of Rs. 3,000 or 4,000. So it is proposed to ask for this additional grant.

**MR. P. S. NATARAJA PILLAI**: Is there not a provision of Rs. 26 lakhs; Rs. 14 lakhs for the maintenance of roads and Rs. 12 lakhs for meeting the increased cost of materials on the item of maintenance of roads itself?

**DEWAN BAHADUR L. VENKATAKRISHNAN**: This is in addition to that amount.

**MR. P. S. NATARAJA PILLAI**: Has the department advised any surrender this year?

**DEWAN BAHADUR L. VENKATAKRISHNAN**: We have not surrendered anything.

**PRESIDENT**: In the P. W. D. there is no surrender. Whatever is not spent one year is carried forward to the next year and kept up for 3 years. In order to avoid the complications of surrender there is going to be a three year programme. Money given to certain Departments like the P. W. D. and Education will not be surrendered at all. It will be kept up and used for the next year. On account of certain abuses observed in the system of surrender and the sudden spurt of expenditure, mainly unnecessary or imaginary, during the last one or two months of every year, it was decided that in the P. W. and some other Departments, the funds provided for one year

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would be carried over for three years. Having slept for ten months of the year the subordinates wake up suddenly towards the end of the year and want to spend all money. The system that was announced in my last Budget speech is that hereafter there would be no surrender of funds at the end of a year, but that at the end of three years we could take account of the expenditure. And if then it was found that the Departments had not been spending the allotted amount, those Departments could be suitably dealt with.

MR. P. S. NATARAJA PILLAI: May I know whether there was not any possibility of diversion of funds from the sanctioned budget itself?

DEWAN BAHADUR L. VENKATAKRISHNAN: There was not.

MR. P. S. NATARAJA PILLAI: I take it that virtually the surrender will not come to the extent of Rs. 5,00,000.

DEWAN BAHADUR L. VENKATAKRISHNAN: No, certainly not.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Sir, with regard to item (v) under demand No. III, I am constrained to oppose the motion under discussion. The reason advanced by the Chief Engineer for this item of the supplementary demand is that a new sub-division was created during the course of the year. Sir, demands for supplementary grants come under sub-clause (b) of clause (i), rule 77. It cannot be argued that this item is a necessity that has arisen during the course of the year, a necessity that could not have been foreseen at the time of the preparation of the current year's budget. So, I am at a loss to understand why the Government or the Departmental Head did not bring this matter for the consideration of both the Houses of Legislature in proper time.

PRESIDENT: Was it advised by the Finance Committee?

DEWAN BAHADUR L. VENKATAKRISHNAN: Yes, Sir.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Yes. It might have been brought to the notice of the Finance Committee only for the purpose of including it as an item of supplementary grant. But such urgent necessity, as has been explained by the Chief Engineer, could not have arisen all on a sudden during the course of the year, and this cannot in any event be deemed a new service as contemplated in the rules. So, on principle, I oppose this item of the demand for supplementary grant.

DEWAN BAHADUR L. VENKATAKRISHNAN: Sir, I want to explain that. That was necessitated by two factors: (1) There were a large number of works which added considerably to the strain on the Departmental staff in so far as the Trivandrum Division was concerned; and (2) By examination of a number of works that were actually in progress I found that the progress of the work was slow and its quality low. When I questioned the persons responsible I found that the supervision available was very lax because there were far too many works to be looked after by each man. I therefore made a recommendation that one more sub-division be added to the Division, and that is the one that is now being brought before the Assembly.

MR. P. S. NATARAJA PILLAI: May I know whether these new godowns have already been finished?

DEWAN BAHADUR L. VENKATAKRISHNAN: No, it is under construction.

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MR. R. MADHAVAN NAIR : ൧൧൨൫ ലേതിനെക്കാൾ ഒരു ശതമാനം കൂടുതലുള്ള റേറനുസരിച്ചാണോ എസ്റ്റിമേറു കണക്കാക്കിയിരിക്കുന്നത്. ഇങ്ങനെയുള്ള ധാരാളം വർക്കുകൾ ഈസ്റ്റേറിൽ നടക്കാതെയിരുന്നതു് മെമ്പർക്കു് അറിയാമോ?

DEWAN BAHADUR L. VENKATAKRISHNAN : Yes, Sir.

MR. C. S. LEKSHMANA AIYAR (*Trivandrum City*) : Sir, I would like the Chief Engineer to tell us whether these godowns are to be of a temporary nature or are to be permanent buildings which could be used even after the present crisis.

DEWAN BAHADUR L. VENKATAKRISHNAN : For the time being, it is intended for storing grains, but they could be utilised in future as additional storage accommodation at Valiathurai Port.

MR. P. K. KURIAKOSE : പബ്ലിക് വർക്സ് ഡിപ്പാർട്ടുമെൻറിലേയ്ക്കു് മുൻ അനുവദിച്ചിട്ടുള്ള തുകകൾക്കു പുറമേ ൧൯൪൨-൪൩ കൂടി അനുവദിക്കണമെന്നുള്ള സപ്ലിമെൻററി ഗ്രാൻറിനുള്ള ബഡ്ജറാണു് കൊണ്ടുവന്നിരിക്കുന്നതു്. ഈ അവസരത്തിൽ ആദ്യമായി അനുവദിച്ചിട്ടുള്ള തുകകൾ എത്രയെന്നും, അതിൻെറ ജോലി ഏതൊക്കെ തരത്തിൽ നടത്തിയെന്നും ഇപ്പോൾ എന്തു നടക്കുന്നുവെന്നും ചിന്തിക്കുന്നതു് വളരെ ഉചിതപ്രദമായിരിക്കും. ആദ്യബഡ്ജറിൽ ഈ ഡിപ്പാർട്ടുമെൻറിലേയ്ക്കു് അനുവദിച്ചതു് ൨൫,൪൦,൦൦൦ രൂപയാണു്. ഇതിനും പുറമെ രണ്ടാമത്തെ സെഷനിൽ ഒരു സപ്ലിമെൻററി ബഡ്ജറായി ൧,൪൫,൦൦൦ രൂപ കൂടി അനുവദിക്കുകയുണ്ടായി. ഇങ്ങനെ ഇതുവരെ അനുവദിച്ചിട്ടുള്ള തുക ഈ സംസ്ഥാനത്തെ ആകെയുള്ള മുതലെടുപ്പിൻെറ അഞ്ചിലൊന്നു വരുന്നതാണു്. ഇത്ര ഭീമമായ ഒരു തുക ഇതിലേയ്ക്കു് അനുവദിച്ചതു് കൂടുതലായിപ്പോയെന്നു ഞാൻ പറയുന്നില്ല. ഇതിലും കൂടുതൽ അനുവദിക്കേണ്ടതാണു്. ഈ രാജ്യത്തെ അഭിവൃദ്ധി കൂടുതലായി ആഗ്രഹിച്ചിരിക്കുന്നതു് ഗതാഗതമാർഗ്ഗങ്ങളിലും അതിലുണ്ടാകുന്ന സൗകര്യങ്ങളിലും ആണു്. ഇതുവരെ അനുവദിച്ചിട്ടുള്ള തുകകളെ സംബന്ധിച്ചു നോക്കുന്നപക്ഷം എൻെറ നിയോജകമണ്ഡലത്തെ സംബന്ധിച്ചിടത്തോളം അതു തൃപ്തികരമായ നിലയിലല്ല ചെലവഴിച്ചു പോരുന്നതു് എന്നു പറയാതെ നിവൃത്തിയില്ല. മൂവാറ്റുപുഴ, ദേവികുളം ഈ രണ്ടു താലൂക്കുകളിൽ പുതിയ ജോലികൾ തുടങ്ങുകയോ, തുടങ്ങിയ ജോലി പൂർത്തിയാക്കുകയോ വേഗത്തിൽ നടത്തുകയോ ചെയ്യുകാണുന്നില്ല. ഇതിനെപ്പറ്റി പല പ്രാവശ്യവും ഈ സഭ മുമ്പാകെ പ്രസ്താവിച്ചിട്ടുണ്ടു്. വർഷം തുടങ്ങിയിരിക്കുന്ന ഈ കാലത്തു് ഗതാഗതം വളരെ

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വിഷമമായിത്തീർന്നിരിക്കുന്നു. അതുകൊണ്ടു് അനുവദിച്ചിരിക്കുന്ന തുകകൾ അതതു സ്ഥലത്തു വേണ്ടവിധം ഉപയോഗപ്പെടുത്തുന്നതിനും ജോലികൾ ഉടനടി ചെയ്യിക്കുന്നതിനുമാണു് ചീഫ് എൻജിനീയർ അവർകൾ പ്രത്യേകമായി ശ്രദ്ധ പതിപ്പിക്കേണ്ടതു്. ഇന്നു ആവശ്യപ്പെട്ടിരിക്കുന്ന തുകകളും അധികമാണെന്നു് ഞാൻ അഭിപ്രായപ്പെടുന്നില്ല. ഗതാഗത സൗകര്യങ്ങളാണു് സംസ്ഥാനത്തിന്റെ കൂടുതൽ അഭിവൃദ്ധിക്കു കാരണമായിത്തീരുന്നതു്. ഇനിയും പോസ്റ്റ് വാർ റീകൺസ്ട്രക്ഷൻ വരുന്ന കാലത്തു് കൂടുതൽ തുകകൾ വേണ്ടിവരും. ഈ തുകകൾ ശരിയായ വിധത്തിൽ വേണ്ട സ്ഥാനത്തു വിനിയോഗിക്കേണ്ടതു് അത്യാവശ്യമാണെന്നും പുതിയ ബഡ്ജറിൽ ഓരോ സ്ഥലത്തും പ്രത്യേക ലൈനുകളിലേയ്ക്കു അനുവദിച്ചിരിക്കുന്ന തുകകൾ വേണ്ടവിധത്തിൽ ചെലവു ചെയ്യിക്കുന്നതിലും, തുടങ്ങിയിട്ടുള്ള ജോലികൾ താരിതപ്പെടുത്തി എത്രയും വേഗം അവസാനിപ്പിക്കുന്നതിലും; പുതുതായി തുടങ്ങേണ്ട ജോലികൾ ഉടനടി തുടങ്ങത്തക്കവണ്ണം വേണ്ട നിർദ്ദേശങ്ങൾ നൽകുന്നതിലും, ചീഫ് എൻജിനീയർ അവർകൾ ബദ്ധശ്രദ്ധനായിരിക്കുമെന്നുള്ള ബോദ്ധ്യത്തോടുകൂടി ഇപ്പോൾ കൂടുതലായി ആവശ്യപ്പെട്ടിട്ടുള്ള സപ്ലിമെന്ററി ഗ്രാന്റ് അനുവദിക്കേണ്ടതാണെന്നു അഭിപ്രായപ്പെട്ടുകൊള്ളുന്നു.

**MR. P. S. NATARAJA PILLAI:** Sir, I oppose item (vi) for Rs. 5,16,700. This is not in the nature of a supplementary grant. A supplementary grant must be for an expenditure which was unforeseen, or is urgent and unavoidable and could not be postponed for the next year. Now, the Department has come up with a supplementary grant for five lakhs and odd rupees for special repairs to roads, while, in the Budget, they have provided Rs. 14,00,000 for the maintenance of the roads and Rs. 12,00,000 odd as increased cost of materials. At the time of the Budget, they could have known that the old rates are unworkable, and that they would require additional amounts. They ask now for another five lakhs and they have not shown to the satisfaction of the House that this is an unavoidable expenditure which could not have been postponed to next year and could not have been anticipated. Further, there is another point against this Department. It is a confirmed sinner in coming before this House and asking for supplementary grants and later on surrendering the amounts allotted. In 1116, they surrendered 12 lakhs of rupees from the supplementary grant. In 1117, they surrendered Rs. 4,31,271 and in 1118, Rs. 4,00,439. They have surrendered these various amounts as excessive supplementary grants and as saving in the final grant. It will thus be found that this Department has not been exercising sufficient control over the expenditure and they did not know where they stood in the matter of expenditure. If only they had followed

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[Mr. P. S. Nataraja Pillai]

their own rules, they ought to call for tenders before the end of Medom every year, and they would not have come forward now with this request. During the last quarter of the year they could only spend 35 percent of the budget allotment. To come for Rs. 5 lakhs at this time of the year and to say before this house that this is an urgent item and that they are going to spend the amount this year itself without even giving definite figures as to how far they will be able to spend, is, to say the least, unbecoming of the House. True, the same budget grant will be carried over to the next two years. That is another aspect of the question. We oppose the grant on the ground that the Department is not using their funds properly and that they are not keeping a correct control over the expenditure. They are, I must say, doing the work and settling accounts without bestowing the care and attention expected of them. It appears that the Department is doing things without any plan and it happens that of and on they come for supplementary grants without giving the necessary details. At the end of the year they surrender even the money obtained by supplementary demands. Sir, such a procedure could not be allowed.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Will not the improvement of the M. C. road be conducive to public interests.

MR. P. S. NATARAJA PILLAI: Certainly, Sir. Improvements to even the remotest bit of a road will be to the interests of the public ultimately. I am not opposing it on that ground. I am opposing the grant on the ground that it is not known whether the Department has spent the 26 lakhs allotted to them and whether this amount is necessary now. Year after year, they are surrendering the grants made to them. Even in the present case, within the sixty days now before them, are they going to spend the amount asked for in the supplementary grant. ? Without ascertaining that, what is the fun in allotting another five lakhs?

MR. P. O. THOMAS: Can the Chief Engineer give us a rough idea as to the amount actually spent out of the Rs. 5,85,000 allotted for the Public Works Department up till now in this year?

DEWAN BAHADUR L. VENKATAKRISHNAN: I may tell the House straightaway that nearly Rs. 3 lakhs out of the five lakhs has already been expended. It is a liability. The balance to be actually spent for future work is only about Rs. 2½ lakhs.

MR. P. S. NATARAJA PILLAI: Is it the material that have been paid for or the payments towards the work done?

DEWAN BAHADUR L. VENKATAKRISHNAN: The collection of materials for the work done.

MR. P. S. NATARAJA PILLAI: What is the proportion of the price of material to the cost of labour?

DEWAN BAHADUR L. VENKATAKRISHNAN: Possibly about two to one.

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MR. CHAZHIKKATTU JOSEPH (*Meenachil cum Thodupuzha*): എനിക്കറിയാവുന്നതുകൊണ്ടും മി. നരേന്ദ്രപിള്ള ഇവിടെ സമർത്ഥിച്ച കണക്കുകളിൽനിന്നും വ്യക്തമാകുന്നതുകൊണ്ടും മൺകാവഞ്ഞികളിൽ ചീഫ് എൻജിനീയറന്മാർ ധാരാളം പണം ആവശ്യപ്പെടുകയും അതു് ആണ്ടുതിവരെ കൈവശം വച്ചുകൊണ്ടിരിക്കുകയും ആണ്ടുതികയുന്നതിനു തിരിയെ ഏല്പിക്കുകയും ചെയ്യുന്ന പതിവുണ്ടായിരുന്നുവെന്നു സ്പഷ്ടമാകുന്നു. മുൻപു മിക്ക ചീഫ് എൻജിനീയറന്മാർ കിട്ടുന്ന പണം ഏതുവിധം ചെലവുചെയ്യണമെന്നു അറിയാൻപാടില്ലാത്തവരായിരുന്നു. എന്നാൽ ഇന്നത്തെ ചീഫ് എൻജിനീയർ ഈ അസംബ്ലിയിൽ ആദ്യമായി സപ്ലിമെന്ററി ബഡ്ജറ്റു് അവതരിപ്പിച്ച അവസരത്തിൽ അദ്ധ്യക്ഷസ്ഥാനത്തുനിന്നും പറഞ്ഞുകേട്ടതു് ഇദ്ദേഹം വളരെ സമർത്ഥനാണെന്നാണു്. എന്നാൽ സമർത്ഥനാണെന്നു തെളിയിക്കേണ്ടതു് ചീഫ് എൻജിനീയരുടെ കടമയാകുന്നു. 5 ലക്ഷം രൂപ കൊടുത്തതു മുഴുവൻ ചെലവുചെയ്ത ശേഷമാണു് 7 ലക്ഷം രൂപകൂടി ചെലവുചെയ്യുന്നതിനായി വേണമെന്നു് ഇപ്പോൾ ആവശ്യപ്പെട്ടിരിക്കുന്നതു്. അതുകൊണ്ടു് അദ്ദേഹം കിട്ടുന്ന പണം ചെലവുചെയ്യുന്ന കാര്യത്തിൽ സമർത്ഥനാണു്. ഇവിടെ അദ്ദേഹത്തിന്റെ ദൃഷ്ടിയിൽ കൊണ്ടുവരേണ്ടിയിരിക്കുന്ന ചില അടിയന്തിരകാര്യങ്ങളും ഉണ്ടു്. പാലം—രാമപുരം, പാലാ—കോഴ എന്നീ രണ്ടു റോഡുകൾക്കു് 1,500, 1,000 രൂപവീതം മെയിൻറനൻസിനു വേണ്ടി ചെലവാക്കുവാൻ നിശ്ചയിച്ചിരുന്നതായി അറിയാം. അതിൽ എത്ര സംഖ്യ ഈയാണ്ടു് ഇടവപ്പാതിവരെ ചെലവായെന്നു് കോട്ടയം എക്സിക്യൂട്ടിവു് എൻജിനീയരോടു ചോദിച്ചതിൽ ആ സംഖ്യ മിക്കവാറും ചെലവാകാതെ കിടക്കുന്നതായി എനിക്കു മറുപടി കിട്ടി. അതുപോലെതന്നെ അവിടെ ഒരു പാലം പണിയിക്കാൻ 800 രൂപ ഈയാണ്ടത്തെ ബഡ്ജറ്റിൽ നീക്കിവച്ചിട്ടുണ്ടു്. അതിൽ ഒരു പൈസപോലും ഇതുവരെ ചെലവുചെയ്തിട്ടില്ല. ഇങ്ങനെ ചെലവുചെയ്യാൻ ഏൽപ്പിച്ച സംഖ്യയുടെ ഏറിയഭാഗവും ചെലവുചെയ്യാതെയിരിക്കുന്നതു് എന്തുകൊണ്ടാണെന്നു മനസ്സിലാകുന്നില്ല. അനുവദിക്കുന്ന തുക മുഴുവൻ ചെലവുചെയ്കയും അതേസമയത്തു് കൂടുതൽ വേണ്ടിവന്നാൽ ആവശ്യപ്പെടുകയും ചെയ്യേണ്ടതാണു്. അങ്ങനെ ആവശ്യപ്പെട്ടാൽ എത്ര പണം വേണമെങ്കിലും അനുവദിക്കാൻ ഈ സഭ തയാറാണു്. പക്ഷേ അനുവദിക്കുന്ന പണം വേണ്ട കാലത്തു് വേണ്ടപോലെ ജന



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[Mr. Chazhikkattu Joseph.]

ങ്ങൾക്ക് ഉപകാരപ്രദമായ വിധം ചെലവുചെയ്യണം. അങ്ങനെ ചെലവുചെയ്തതിന്റെ ശേഷം വേണം കൂടുതൽ ചോദിക്കുവാൻ. പുതിയ ചീഫ് എൻജിനീയർ ഇന്ത്യാണ്ടിൽ ഏർപ്പെടുത്തിട്ടുള്ള തുക മുഴുവനും ജനങ്ങൾക്ക് ഉപകാരപ്രദമായ തരത്തിൽ ചെലവുചെയ്കയും കൂടുതൽ തുക ആവശ്യപ്പെടുകയും ചെയ്യേണ്ടതാണ്. അങ്ങനെയാണെങ്കിൽ ചീഫ് എൻജിനീയർ ചോദിക്കുന്ന തുക അനുവദിച്ചുകൊടുക്കണമെന്നുള്ള അഭിപ്രായത്തോടുകൂടി ഞാൻ ഇതിനെ സപ്പോർട്ടുചെയ്യുകയുള്ളൂ.

MR. P. O. THOMAS: I oppose item No. 5.—Rs. 1,368 for the additional staff of the Trivandrum P. W. D. Division. It would appear from this that in all other divisions, the supervision work and the Departmental work were going on in a not satisfactory way. As a matter of fact, as was stated by my honourable friend, Mr. Joseph, the amount that has been spent out of the total allotment for this Department is negligibly small this year. What he has stated in regard to his taluk—the Minachil Taluk—applies to the northern taluks of Parur and Kunnatnad also. When the present Chief Engineer was described in this House as well as outside, as a man of great talents, we, in fact, began to entertain great hopes about some drastic reforms that would be made with respect to this Department. We actually hoped that something sensational and worthy of commendation would be done by this Department. But we were disappointed to see that the work of the Chief Engineer during this small period had not been very consoling to the people of the State, though it is rather too early to give a final verdict just now.

PRESIDENT: We are on the question of a supplementary grant of Rs. 6,47,608.

MR. P. O. THOMAS: In opposing this grant, the efficiency and capacity of this Department can be incidentally referred to. So, I believe that my statements are relevant to the question at issue.

Glancing at the list of admitted questions, it can be seen that the grievances regarding communications and other items of work of this Department are very pressing, and the Chief Engineer can very well infer that the discontent among the people as reflected in the questions asked by the representatives of the people on this House is very great. Therefore, it will be only in the fitness of things, as suggested by my friends Mr. Nataraja Pillai and Mr. Joseph that the Chief Engineer makes himself alert and energetic to see that something substantial is done in this almost useless Department. I am very sorry to use that word, but yet we in the North derive practically no benefit from this Department. Huge sums are allotted but nothing useful is done. When we go to our constituency, the villagers and the peasants ask us "What is the benefit that we derive from the Department". Concrete benefit expected by them are those of communications and medical

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aid. When we see that nothing is done for these necessities, especially when the revenue of the State is increasing from year to year, we, as representatives of the people are unable to give a satisfactory answer and we have to stand dumbfounded. I request the Chief Engineer, in the interest of the prestige of his own Department as well as for the prestige of the State, to do somethiug good immediately.

In conclusion, I oppose the fifth item and I request the Chief Engineer to see that proper staff is provided for the other divisions also.

MR. CHAZHIKATTU JOSEPH: പാമ്പൂർ താലൂക്കിൽ ഇപ്പോഴുള്ള റോഡുകൾ ഉണ്ടോ? ഉണ്ടെങ്കിൽ അവ മെയിൻറനൻസ് ചെയ്യുവരുന്നുണ്ടോ?

MR. P. O. THOMAS: പാമ്പൂർതാലൂക്കിൽ ഏകദേശം ൫൬ കൊല്ലത്തിനുമുൻപു കുറച്ച് നല്ല റോഡുകൾ ഉണ്ടായിരുന്നു. അന്നു അവ മെയിൻറനൻസ് ചെയ്തിരുന്നു. ഇപ്പോൾ മെയിൻറനൻസ് കാര്യമായി നടക്കുന്നില്ല.

MR. A. K. BHASKAR: ൧൯൩൦ ആഗസ്റ്റുമാസം—ഇടപ്പള്ളി റോഡിൽ അന്വേഷിച്ചിട്ടുണ്ടായിരുന്നോ?

MR. P. O. THOMAS: ഉണ്ടായിരുന്നു.

MR. K. A. MATHEW: I hasten to support Mr. Nataraja Pillai in opposing this demand. Now Sir, on going through the items of demand, I am sorry to say, that the demands made again betray a woeful relegation of the primary needs of the rural area to the realm of oblivion, in preference to interests which to my mind are not very urgent. I have been touring recently some areas of my constituency and found that very many ryots' roads are left uncared for and unmaintained for several years now. At the last budget session I brought the unsatisfactory condition of these roads to the attention of the Government, but very little has been done for their improvement. Now, to ask for the grant of big amounts like these, for works chiefly in urban areas simply shows that the Government are not conscious of the needs of villages in central Travancore and other parts of the State. Our first concern should be to look after the interests of the workers and the peasants. In the villages people suffer owing to want of well-kept roads. When we go to them they ask us; "What about our roads? We have been appealing to the Government for long for the maintenance of that road, this road". We have nothing to say to them except that the Public Works Department is not sufficiently vigilant of the needs of the people. When these ryots' roads are to be maintained and constructed, it is too much for the Chief Engineer to come and make demands for lesser needs. During the course of this year, only a very small amount has been spent in my constituency on public works.

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MR. K. G. KUNJUKRISHNA PILLAI (*Advocate-General*): On a point of order, Sir. I submit that a discussion on the general policy is prohibited by a specific ruling. ....

PRESIDENT: Yes, I know it.

MR. K. A. MATHEW: The Chief Engineer, I am told, has been touring in some parts of Central Travancore recently and I hope he has come across some of the needs of the people there. I trust he will take more interest in Central Travancore especially in regard to the requirements of the rural areas of those Taluks. I do hope that the villages in Central Travancore will receive better treatment at the hands of the Public Works Department in the coming years.

MR. T. K. NARAYANA PILLAI (*Neyyattinkara* cum *Trivandrum*): As a member of the Standing Finance Committee and having been a party to the supplementary budget which has been presented before this House and having had the advantage of hearing the Chief Engineer on the necessity of the supplementary grants, I thought I could remain silent; but after hearing the speeches of some of my friends in this House I think I would be failing in my duty if I do not add a few words. There can be no doubt that I was fully convinced of what the Chief Engineer said about the necessity for the supplementary grant. But it is not without hesitation that I was able to accept his reasoning. My hesitation was for the following reasons. There were very many items of expenditure provided for in the budget in order to maintain and repair and reconstruct roads which are beneficial to the ryots in the mofussil parts. The Chief Engineer himself frankly told us in the Finance Committee that ....

PRESIDENT: Order, order. Proceedings of the Finance Committee are entirely confidential.

MR. T. K. NARAYANA PILLAI: I am sorry. At any rate this much I may say to the House. Many items of expenditure provided for in the budget have not been as yet carried out. There can be no doubt about it. In the opening session of this House member after member complained and stated in very forcible terms that provisions for improving ryots' roads and village roads are not utilised and that the roads are not inspected at all. They were not carried out during the course of the last year. It is regrettable that the same thing has happened in the course of this year. No doubt that is no reason why this supplementary grant should be refused, but we on this side of the House would be failing in our duty if we do not protest in however mild terms that the Department has neglected its primary duty to the ryots. The ryots contribute to the major portion of the revenue and constitute the major portion of the population of the State. It is regrettable that their needs are neglected. With these words, I support the demand for the supplementary grant.

MR. K. K. CHELLAPPAN PILLAI: In supporting what Mr. Nataraja Pillai, Mr. K. A. Mathew and Mr. T. K. Narayana Pillai have stated, I wish to submit a few words. The Chief Engineer, when he

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came her , told us that he was going to evolve a new system of maintaining and constructing roads. He has been got down here during the period when finances are allocated under the Post-War Reconstruction Schemes which have to be completed within three years, but now the old method of tinkering with the problem is again continued. There is no use in falling into the rut. Now what is required is a comprehensive scheme of planning the whole thing. The old method was to keep the whole work completely idle and unattended till the end of the year. When the monsoons come in all the contractors and some officials would crowd into some pitches all over and do something —get some sand from here, some rubble from there and tinker with the roads. That is what they were doing all these years and that is why people of the State suffer. Now there is no use in continuing the same thing. When I was travelling through the country to see how conditions were, I was sorry to observe that the whole situation called for a complete and radical reform. The whole public works system, as I said, should be schemed on a novel method. If this is not attempted, there is no need for granting any amount. It will be simply a waste of labour and money, and a burden on the poor ryots. Now at the fag end of the year, there is no use in allowing such a grant. Let the department prepare a comprehensive scheme, as suggested, for three years for the main roads, ryots' roads and all the other roads which are useful for the people and take the whole amount. With these words I oppose the demand.

MR. PULIYGOR T. P. VELAYUDHAN PILLAI: May I know from the honourable member which is the proper or convenient time for metaling? Is it after the monsoon or before the monsoon?

MR. K. K. CHELLAPPAN PILLAI: I have not been maintaining any roads at any time nor have I had association with any contractors who do that work. (*Laughter.*) Anyway I think that maintenance can be done at other times too.

MR. K. T. MICHAEL (*Changanacherry cum Peermade*): I oppose the demand and in doing so I make special reference to item seven for the construction of a new go-down with a sum of Rs. 65,000 for storing food grains at Valiathura. It is not a new work and the matter should have been put forward at the time of the budget. It was presented at a time when the necessity for new godowns was at the forefront. Now there is only about a month for the presentation of the next budget. So I think the question may be raised at that time. Even otherwise it may be considered whether a new costly godown at Valiathurai is necessary at this juncture especially when the need for additional storage is diminishing.

PRESIDENT: I think I made it clear this morning. We were getting very large quantities of rice and other grains from Tanjore and Calcutta. The day before yesterday we received a telegram that they are sending for the use of the consumers—and we expect them shortly large quantities of food grains and we expect to unload the steamers in two days after their arrival. But we have no room for stocking them.

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[President.]

Therefore the construction of the present godowns is essential. It may be that godowns might take some time to construct. But sooner or later we want some godowns for these grains especially when these grains are coming. We have now got grains which will last for about seven months to come. I do not want to give more particulars regarding that. But we will be getting enough grain in the course of the next three or four months, and which will keep us for the period.

You are at perfect liberty to criticise, but to say that there is no necessity for godowns is wrong. If the Government of India would send these grains slowly you would have sufficient time to stock them. But they send it suddenly from the Eastern India States, Calcutta, Sind, and from Tanjore also. Therefore we must take delivery of them. If we do not construct the godowns we shall not be able to keep those grains.

MR. K. T. MICHAEL: If I understood the Chief Engineer correctly, there have been temporary godowns at Valiathurai which were damaged. It is proposed that this item of work should be of a permanent nature.

PRESIDENT: Those are under repair.

MR. K. T. MICHAEL: It is a matter for consideration whether we require costly permanent godowns at Valiathurai or whether it would not be sufficient to build temporary godowns there.

MR. P. M. VARGHESE: സർ, മെയിൻറോഡിന്റെ സ്പെഷ്യൽ റിപ്പയറിംഗിനുവേണ്ടി കൊണ്ടുവന്നിട്ടുള്ള @ ലക്ഷം രൂപയുടെ ഡിമാൻറിനെ അനുകൂലിക്കാൻ നിവൃത്തിയില്ല. മെയിൻറോഡ് നന്നാക്കുന്നതു കൊണ്ട് ഉദ്യോഗസ്ഥന്മാർക്ക്, അതായതു്, ധാരാളം ശമ്പളം വാങ്ങിച്ചു കൊണ്ട് മോട്ടാർകാറിൽ സഞ്ചരിക്കുന്ന ഉദ്യോഗസ്ഥന്മാർക്കും, അവരെപ്പോലെ സുഖിക്കുന്ന മറ്റാളുകൾക്കും ഉപകാരപ്രദമെന്നല്ലാതെ സാധാരണക്കാർക്ക് അതുകൊണ്ട് വലിയ ഉപകാരമില്ല.

MR. CHAZHIKATTU JOSEPH: സാധാരണക്കാർക്ക് ഈ സ്പെഷ്യൽ റോഡിൽകൂടി നടന്നുകൂടെ?

MR. P. M. VARGHESE: സർ, ഞാൻ പറയുന്നതു് സ്പെഷ്യൽ റോഡിനെപ്പറ്റിയല്ല, അതിന്റെ അറ്റകുറ്റപ്പണി തീർക്കുന്നതിനെപ്പറ്റിയാണ്. സർ, എന്റെ നിയോജകമണ്ഡലമായ തൊടുപുഴ, മീനച്ചിൽ ഈ സ്ഥലങ്ങളിലുള്ള വില്ലേജ് റോഡുകളുടെ സ്ഥിതി എന്താണെന്ന് ചീഫ് എഞ്ചിനീയർ വന്നു കണ്ടിട്ടില്ലെന്നു തോന്നുന്നു. അവിടങ്ങളിലുള്ള മിക്ക വില്ലേജ് റോഡുകളും ഗതാഗതസൗകര്യമില്ലാതെ വളരെ മോശ

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മായിട്ടാണ കിടക്കുന്നത്. കാട്ടാനകളുടെ ഉപദ്രവം നിമിത്തം എത്ര പേർക്ക് മരണം സംഭവിച്ചിട്ടുണ്ടെന്ന് ഇപ്പോഴത്തെ ചീഫ് എഞ്ചിനീയർക്ക് അറിഞ്ഞുകൂടെന്ന തോന്നുന്നു. ഏതായാലും സാധുക്കളും കൂട്ടം കൂട്ടമായി അധിവസിക്കുന്ന ഉൾനാടുകളിലുള്ള റോഡുകളുടെ അറ്റകുറ്റപ്പണി തീർക്കുന്ന കാര്യത്തിൽ മൗനം ദീക്ഷിക്കുന്നത് അവരോട് ചെയ്യുന്ന ഒരു ദയവില്ലായ്മയായിരിക്കും. സാധുക്കളായ കർഷകരും മറ്റും ഉൾനാടുകളിലാണ് താമസിച്ചുവരുന്നത്. യഥാർത്ഥത്തിൽ വഴി വെട്ടിത്തെളിച്ചുകൊടുക്കേണ്ടതു് അത്തരക്കാർക്കാണ്. അവരാണ് രാജ്യത്തിന്റെ നട്ടെല്ല്. അവരുടെ സങ്കടത്തിന് പരിഹാരമുണ്ടാക്കിക്കൊടുത്തില്ലെങ്കിൽ നമ്മുടെ ഭാവിതന്നെ ശുഭസൂചകമായിരിക്കുകയില്ല. അതുകൊണ്ട് മെയിൻറോഡുകളുടെ അറ്റകുറ്റം തീർക്കാൻവേണ്ടി അനുവദിക്കുന്ന തുകയിൽനിന്നോ, അല്ലെങ്കിൽ ഒരു പ്രത്യേക ഡിമാൻറുമുഖേനയോ ഒരു തുക അനുവദിച്ച് നാട്ടിൻപുറങ്ങളിലുള്ള സാധുക്കൾക്ക് ഗതാഗതസൗകര്യം ഉണ്ടാക്കിക്കൊടുക്കേണ്ടതാണെന്നുള്ള എന്റെ അഭ്യർത്ഥനയെ ഗവണ്മെന്റിനേയും, ചീഫ് എഞ്ചിനീയർ അവർകളുടേയും സഹതാപശ്രദ്ധയ്ക്ക് സമർപ്പിച്ചുകൊണ്ട് ഡിമാൻറിനെ എതിർക്കുന്നു.

**Mr. P. S. MUHAMED :** സർ, ചീഫ് എൻജിനീയർ ഇവിടെ അവതരിപ്പിച്ചിരിക്കുന്ന ഡിമാൻറിൽ ഉ, ന, ഒ മൈറ്റേറങ്ങൾ ആണ് എതിർപ്പിനു വിഷയമായിട്ടുള്ളത്. അവയിൽ ആറാമത്തെ മൈറ്റേറായ മെയിൻറോഡിന്റെ കാര്യത്തെ സംബന്ധിച്ച ഒന്നു രണ്ടു സംഗതികൾ പറയണമെന്ന് ഞാൻ ആഗ്രഹിക്കുന്നു. ഈ മെയിൻറോഡ് റിപ്പയർ ചെയ്യുന്നതിന് ഉ, ഫു, ഒ ം രൂപാ ചെലവുണ്ടാകുമെന്നു കാണുന്നു. ഇതിൽ, ചില ബഹുമാനപ്പെട്ട മെമ്പറന്മാരുടെ അഭിപ്രായഗതി വിചിത്രമായിരിക്കുന്നു. വില്ലേജു റോഡുകളുടെ കുറ്റങ്ങൾ തീർക്കാതെ മെയിൻ റോഡിലെ കുറ്റങ്ങൾ തീർക്കുന്നതിനു സംഖ്യ അനുവദിക്കുകയില്ല എന്നു പറയുന്നതു് അർത്ഥശൂന്യമാണ്. മെയിൻറോഡുകൾക്ക് നീക്കിവച്ചിരിക്കുന്ന തുക അതിനു മാത്രമേ ചെലവാക്കാവൂ എന്നാണ് എന്റെ അഭിപ്രായം. എന്നു വിചാരിച്ചു വില്ലേജു റോഡുകൾ ഗുണമാക്കാതെ ഇട്ടേക്കട്ടെ എന്നു് എനിക്ക് അഭിപ്രായമില്ല. അതിനായി പ്രത്യേകം ഒരു സംഖ്യ ഗവണ്മെൻറ് അനുവദിക്കേണ്ടതാണ്. ഒരു മൈറ്റേറത്തിനു ചെലവാക്കാനുള്ള പണം മറ്റൊരു മൈറ്റേറത്തിനുകൂടി ചെലവാക്കരുതു്.

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MR. E. K. MADHAVAN : മെയിൻറോഡ് നന്നാക്കുന്ന അവസരത്തിൽ തന്നെ അതിനോട് വന്നുചേരുന്ന മറ്റു ചെറിയ റോഡുകളും നന്നാക്കണമെന്ന് അറിയാമോ ?

MR. P. S MUHAMED : അറിയാം. അതിന് ഈ അവസരത്തിൽ തന്നെ ഒരു തുക അനുവദിക്കുന്നതിൽ എനിക്ക് വലിയ സന്തോഷമേയുള്ളൂ. വില്ലേജ് റോഡ് ഒട്ടും അപ്രധാനമല്ല. വില്ലേജ് റോഡ് നന്നാക്കിയില്ല എന്നുള്ള കാരണത്താൽ മെയിൻറോഡ് നന്നാക്കാനുള്ള ഡിമാൻറിനെ എതിർക്കുന്നതു, ബുദ്ധിപൂർവ്വമല്ല. വിശേഷിച്ചും, ഗതാഗതത്തിന് ജനങ്ങളുടെ ആവശ്യാനുസരണം ബസ്സുതന്നെ കിട്ടുന്നില്ല. കിട്ടുന്ന ബസ്സിൽതന്നെ, അളുകൾ അതിനകത്തും, പുറത്തുമായി വളരെ തൊങ്ങിയാണ് യാത്രചെയ്യുന്നതു്. ബസ്സുയാത്രയെപ്പറ്റിയുള്ള വൈഷമ്യങ്ങൾ ബഹുമാനപ്പെട്ട മെമ്പറന്മാർക്ക് എല്ലാവർക്കും അറിവുള്ളതാണല്ലോ. അങ്ങിനെ ഓടിക്കൊണ്ടിരിക്കുന്ന ബസ്സുകൾക്ക്, റോഡിൻറെ അറകുറനാറികൾ നിമിത്തം പല തകരാറുകളും സംഭവിക്കാവുന്നതാണ്. അതുകൊണ്ടാണ് ഞാൻ പറഞ്ഞതു് ഈ തുക പാസാക്കുന്നതിന് അധികം എതിരഭിപ്രായം പുറപ്പെടുവിക്കരുതെന്ന്. റോഡ് നന്നാക്കുന്നതിന് ഇടവം, മിഥുനം, കർക്കടകം ഈ സമയങ്ങളാണ് ഏറ്റവും പറ്റിയതു്.

MR. K. K. CHELLAPPAN PILLAI : എന്തുകൊണ്ടാണ് ഇടവം, മിഥുനം, കർക്കടകം ഈ മാസങ്ങൾ പറ്റിയ സമയങ്ങളാണെന്ന് വിചാരിക്കുന്നതു്.

MR. P. S. MUHAMED : റോഡു നന്നാക്കുന്നതിന് കുറെ മഴയുടെ ആവശ്യംകൂടിയുണ്ടു്. അതിന് ഈ സമയങ്ങളാണ് സൗകര്യപ്രദം.

MR. K. K. CHELLAPPAN PILLAI : മദ്രാസിലും മറ്റും ഏതു സമയത്താണ് റോഡു നന്നാക്കുന്നതെന്ന് അറിയാമോ ?

MR. P. S. MUHAMED : മദ്രാസിലെ കാര്യം ഇവിടെ ചിന്തിക്കേണ്ട ആവശ്യമില്ല. ഞാൻ തിരുവിതാംകൂറിലെ കാര്യമാണ് പറയുന്നതു്. സർ, കൂടാതെ, ചീഫ് എഞ്ചിനീയരുടെ കണക്കനുസരിച്ചു ഒരു കൂലിക്കാരന് ഏകദേശം ഒരു ദിവസം കൂലിയായുള്ളൂ. ഒരു കൂലിക്കാരനെ ഒരു രൂപാവരെ ഇപ്പോൾ കൂലിനിരക്കുണ്ടായിരിക്കെ, ഈ തുക വളരെ കുറവും കൂടിയാണ്.

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MR. CHAZHIKATTU JOSEPH: ഒ ഫ ചക്രമേ ക്ലിയൊള്ളൂ എന്നു എങ്ങനെ അറിയാം.

MR. P. S. MUHAMED: അതാണ് അതിന്റെ പരമാർത്ഥം.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: ഈയാണ്ട് കുംഭമാസത്തിൽ അനുവദിക്കുന്ന തുക അടുത്ത മീനമാസത്തിൽ ഉപയോഗിക്കത്തക്കവിധം ടെൻഡർ വിളിച്ചു ജോലികൾ ആരംഭിക്കുവാൻ കഴിയുമോ?

MR. P. S. MUHAMED: സാധിക്കയില്ല.

MR. E. K. MADHAVAN: തിരുവിതാംകൂറിലെ ചില പ്രധാനപ്പെട്ട റോഡുകൾ വെള്ളത്തിനടിയിൽ പോയിട്ടുണ്ടെന്നു മെമ്പറിനു അറിയാമോ?

MR. P. S. MUHAMED: അല്പം എനിക്കറിയാം. സർ, മേല്പറഞ്ഞ കാരണങ്ങളാൽ ഈ ഡിമാൻറിനോട് ഞാൻ അനുകൂലിക്കുന്നു.

MR. A. P. UDAYABHANU: I oppose the demand under item No. 6. In doing so, I must give expression to the general feeling that the Department is perpetrating a fraud on the public.

MR. M. L. JANARDANAN PILLAI (*Nominated*): Is the expression of fraud being exercised over the public, allowable here?

PRESIDENT: Perhaps the honourable member means only that it is not conducive to the interests of the public that the department should follow such a policy. I am sure that the honourable member does not attribute the charge of fraud on the part of the Head of the Department.

MR. A. P. UDAYABHANU: No. Sir, In so far as they are proposing to take up new works and not completing the old works which they promised to, they are committing a fraud on the public. I do not make any insinuations against the Chief Engineer. But when they make demands for particular works, make allotments for them and without completing or undertaking them they allow them to lapse I say that it is perpetrating a fraud on the public.

This department has the reputation of consuming a large proportion of the revenue of the State and of giving proportionately very small results. There seems to be something wrong in the Department. I hope that the new Chief Engineer would give better results. But all the same, when I went through the items.....

PRESIDENT: Order, order. I have, on account of the great interest manifested by the honourable members in relation to this demand, allowed considerable latitude of discussion. But I think this matter may be kept in view. In discussing supplementary demands, the rulings of the Chair of this House and elsewhere have made it abundantly clear that the general policy of the Department cannot come up for review. Any question relating to the particular work and the



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[President]

necessity or the absence of necessity for that work and certain observations that are germane to that particular work in so far as may also impinge upon the policy of the Department may be made. But we are traversing on very wide grounds and I would ask honourable members to bear in mind the scope of the rulings.

MR. A. P. UDAYABHANU: What I was pointing out was this. There cannot be any justification for the Head of the Department to make new demands when even the old works for which funds have been sanctioned have been left unfinished.

MR. K. K. CHELLAPPAN PILLAI: On a point of order, Sir. Last time the President was telling us that under Rule 77 supplementary or additional demands shall be dealt with by the Assembly or Council in the same way as if they were demands for grants. Then also it was stated that we were being allowed some latitude in discussions.

PRESIDENT: I have allowed some latitude. For instance the questions dealing with the general policy of the department do not come under supplementary demands. I shall read the relevant ruling from the Chair.

MR. K. G. KUNJUKRISHNA PILLAI: Last year it was the same ruling that was referred.

MR. A. P. UDAYABHANU: There was a provision to repair the bridge at Kannettil. It is in such a rickety condition that any day the bridge and a bus full of passengers might come crashing down. Worse is the position of the Chavarai bridge. Some repairs are being done to it voluntarily by the people there, by bringing of odd pieces of planks and nailing on to the gaps. There was a proposal to improve Arathichira. Now the monsoon having set in I do not understand how this can be done. The particular season for repairing tanks connot in any way be this in Travancore.

More important than the improvement of roads is the building of bridges. There is a bridge in the Puthiakavu-Chakkuvallil road which has fallen some years ago. If the Chief Engineer goes and inspects that place, he will understand the travail of the people of the locality and how many miles of useful roads are rendered useless by the lack of the bridge.

There is also another point. None of these items could have been unanticipated when additional allotments were asked for last time. On these grounds, I oppose the demand.

MR. P. I. IDICULA: സർ, ഈ ഡിമാൻറിനെ അനുകൂലിക്കാൻ നിവൃത്തിയില്ല. ബഡ്ജറിൽ പറഞ്ഞിട്ടുള്ള റോഡുകളെപ്പറ്റി ഒന്നും ഞാൻ ഇപ്പോൾ എടുത്തു സംസാരിക്കുന്നില്ല. എനിക്കു പരാതിയുള്ളതു പത്തനംതിട്ട താലൂക്കിലെ റോഡുകളുടെ ശോച്യാവസ്ഥയെപ്പറ്റിയാണ്. അതിനാൽ മേലാലെങ്കിലും ചീഫ് ഇഞ്ചിനീയർ അവർകൾ സ്ഥലത്തുവന്നു പരിശോധിച്ചു വേണ്ടതു ചെയ്യും എന്നു പ്രതീക്ഷിക്കുന്നു.

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MR. G. PARAMESWARAN PILLAI (*Ambalapuzha* cum *Sherthallai*) : ചീഫ് ഇഞ്ചിനിയർ അവർകൾ മെയിൻറോഡിന്റെ ചിലവിലേക്കായിട്ട് ഒരുലക്ഷം രൂപാ ചോദിച്ചിട്ടുണ്ട്. എന്നാൽ ഈ മെയിൻറോഡിലേക്കു വന്നു ചേരുന്ന മറ്റു അനവധി ചെറുറോഡുകളെയുംകൂടി നന്നാക്കുന്ന വിഷയത്തിൽ ഈ തുക ചെന്നിക്കുന്നില്ലെന്നാണ് എനിക്കു പറയേണ്ടിയിരിക്കുന്നതു്. സർ, നീണ്ടകര മുതൽ അരൂർ വരെയുള്ള റോഡിൽക്കൂടി ധാരാളം ജനങ്ങൾ ഗതാഗതം ചെയ്തുകൊണ്ടിരിക്കുന്നു. തിരുവിതാംകൂറിലെ പ്രധാനപ്പെട്ട റോഡുകളുടെ കൂട്ടത്തിൽ ഇതിനേക്കൂടി ഉൾപ്പെടുത്താവുന്നതാണ്. ഇതിനു ഏകദേശം വടക്കുമേൽ ദൂരമുണ്ട്. ആ റോഡിന്റെ പല ഭാഗങ്ങളും ഗതാഗതത്തിനു സൗകര്യമില്ലാതെ തീർന്നിരിക്കയാണ്. ആ റോഡുകൂടി ഉൾപ്പെടുത്തി റിപ്പയർ ചെയ്യുമെന്നുള്ള പ്രതീക്ഷയോടുകൂടി ഞാൻ ഈ ഡിമാൻറിനെ അനുകൂലിക്കുന്നു.

MR. E. K. MADHAVAN: I oppose the third item in the demand, not because that I want to say that it should not be carried out, but to bring to the notice of the Chief Engineer certain facts regarding the wonderful position of certain bridges and roads in the Parur taluk.

PRESIDENT: That will not be in order.

MR. E. K. MADHAVAN: There are very many.....

PRESIDENT: Order, order. The honourable member would just be on the border line if he said that there are many things undone and unless those things are not done, grants should not be asked for. But he cannot take this opportunity to say that bridge A, or road B or culvert C should be looked into.

MR. E. K. MADHAVAN: The dire necessity of the people in the villages is to travel to the adjacent towns for medical aid. But unfortunately the position of the village roads in the Parur taluk is so bad that only aquatic animals can wade through them. Pallipuram and other places are ancient ports of Travancore. The state of the road there is very deplorable. There is a small ferry and the department will have to spend about Rs. 500 or 600 just to have a small bridge over the canal there for the ferry to cross. Unfortunately no steps have till now been taken either to repair the bridge or to furnish a new one instead. There is a road which leads to Varapuzha from Parur town.

PRESIDENT: The honourable member is trespassing.

MR. E. K. MADHAVAN: The Chief Engineer has now asked for a demand to repair the road that is to be used by the Transport department. At the same time I would request the Chief Engineer not to have a step motherly attitude towards the private bus owners and car owners who use certain roads. There is great difficulty in getting tyres and other materials for cars and on account of the very bad condition of the village roads, people find it difficult to move from one village to another.

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PRESIDENT: I do not want to curtail the discussion on supplementary demands. When there are more important matters such as the Educational Reorganisation Committee's report and the Public Service Recruitment rules for discussion, I think small matters as the condition of village roads here or there may need lesser emphasis. Anyway it is open to the honourable members to consider that aspect and to realise exactly the correct perspective so far as the reports of the Committees are concerned. If they feel that the condition of village roads is a matter which should be ventilated in preference to those reports, I have no objection to have such manner of discussion. I expected that the Public Service Recruitment Rules will be taken up during the course of the day, but things are otherwise. So, I do not want the members to stop discussion but to bear in mind the real position of affairs.

MR. E. K. MADHAVAN: During his recent tour the Chief Engineer has not visited my locality and if he had come there he would have noticed some of us seeing him. If he had personally visited that portion of the road which I had mentioned presently, he would have understood the exact condition of the place. Our request is that he should at least see our place and if he sees it, he will do the needful. There is no doubt on that.

MR. C. S. LAKSHMANA AIYAR: Sir, I rather feel some doubt whether after all some justification can be found out so far as items 3 and 6 are concerned as they stand. Item 3 is for special repairs and improvements to the tarred roads in the town of Quilon and the roads used by the vehicles of the Transport Department. If it is not limited to Quilon then item 6 would be for special repairs to main roads in the State. Practically transport vehicles pass along the main roads from one end to the other.

PRESIDENT. We did not expect to be able to repair any of those tar roads, because we had no tar. By some chance the Government of India said about the availability of some bitumen and whether we would require them. I readily agreed to get them for our roads, because that was a voluntary offer. After having got it, we wanted to find out where that could be used with advantage. I had not gone to aquatic places in Parur as referred to by the honourable member representing that constituency. During my recent tour to Quilon, I found the bad condition of the roads there and brought it to the notice of the Transport Department. The whole question is that even the Transport Department have not enough material to effect certain repairs. It is under these conditions, some repairs are going to take place.

MR. C. S. LAKSHMANA AIYAR: Sir, so far as item 6 is concerned, if the Chief Engineer would only enlighten the House as to the urgent necessity for work, mentioned most of the discussion might have been avoided. I take it that these are items of work which he thinks could be completed with advantage within the two months left over in the programme of repair work along the main road. If only the importance of those particular items had been made known to us in the beginning of the motion, all these discussions would not have happened.

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**PRESIDENT:** The Chief Engineer may inform the House the programme he has already covered and the one in view, so far as special repairs to main roads are concerned.

**DEWAN BAHADUR L. VENKATAKRISHNAN:** Sir, first of all I shall deal with the item for special repairs to main roads in the State, the expenditure on which comes to over Rs. 5 lakhs. The method which I adopted in arriving at this figure was as follows. I was receiving piecemeal proposals from my officers for the allotment of grants or transfer towards the construction of a road here, maintenance of a road there and so on and so forth during one quarter. A few weeks later I got another statement from my officers asking for some more changes, sometimes from among the grants previously allowed on request. It was at that juncture I cleared certain points. I asked for a definite forecast of how exactly the respective allotments were distributed and whether they were or would be actually spent towards those particular works. That was the first step adopted by me. When the next quarter came, I again observed the same tendency on their part for indiscriminate transfers of money. I demanded a statement from them as to what they had actually spent on the roads or bridges as the case may be, whether the Executive Engineers could certify to that effect and that the grants asked for the rest of the year can and will be spent. I also asked them as to the expenditure incurred towards each item of work, whether those works have been fully or partly attended to or whether any liability had been incurred on those items. Before the end of the year, I thought of getting an idea on the matter. I had to do so in connection with the revised budget for 1120. This is the basis on which the present demand is made. In order to be able to deal with that, I want an additional grant of Rs. 5 lakhs and odd. That is really an advance copy of the revised budget estimate for 1120. It contains a lot of works, possibly about 300 or 400 items requiring varied amounts.

With regard to the tarring of Quilon road, I may mention that apart from the windfall we have had in the allotment of bitumen by Government of India, quite recently, when I went to a place I was able to get about 126 drums of bitumen, the existence of which was unknown before. I brought them up here and intended to use it in addition to the stock in our possession.

The honourable members have all stressed about improvements to village roads. I may at once assure them that the needs of village roads and the allotment of the necessary moneys for their improvement in various parts of the State have not been lost sight of. Till now, what has been happening in regard to grants was this. The amounts allotted for that item have been utilised for a certain set of establishment. When I looked into the accounts of most of the village roads, I found that the moneys of those roads have mostly been spent up, for establishment and only very little went for actual work on the roads in question. During the last session, the Dewan enunciated the policy

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[Dewan Bahadur L. Venkatakrishnan]

of Government in regard to this matter. I also acquainted the honourable members of this House and the members of the P. W. D. Advisory Committee as to the policy to be adopted in respect of improvement of the village roads. The prominent men belonging to the villages should maintain their roads. A lump sum grant will be allowed for them towards the maintenance of the same. All that the P. W. D. could do will be just to have a supervision over that work. The concerned men of the villages should proceed with that item of work. It was also suggested by the P. W. D. Advisory Committee that the village roads will all be dealt with in that manner. If any public agency in a village side resolves to deal with that matter, at once the work will be handed over to that agency for execution. I would once again appeal to the honourable members to acquaint their constituencies about this matter and the process of dealing with village roads. It is to their interest such roads are maintained by the villagers themselves, so that no money could be wasted on incidental expenses. It is not at all possible that a village road could be constructed with an allotment of Rs. 500. It very often happens that investigation in connection with that has been of a poor order. If you ask me why a certain bridge in a particular place has not been taken up, it will possibly be for that enquiry in respect of that was poor and more data are required. In my recent tours throughout the State I found that a number of bridges on village side standing on mere abutments; in a certain number of bridges, the piles have all been washed away, in a few others a number of piles have been hanging in the bridges and so on and so forth. Such is the real plight of the bridges in villages. One honourable member said that he will undertake to put up a bridge in his constituency at a cost of Rs. 300 or 400. After going over there if the honourable member from Parur is prepared to undertake the work referred to by him for Rs. 500 I am quite willing to hand that piece of work to him this very minute. It will possibly be found on investigatoin that the cost of that work would mount up to a few thousands and a contractor will ask for double or trible that amout if not more. Tender was called for a work and a contractor quoted. A gentleman came along and said he would do it for less with a blare of trumpets and when he was asked to give an agreement, he wanted to be given, what the contractor had actually demanded in connection with that work. That was not done for obvious reasons. If a contractor is able to do that item of work, why should the work be entrusted to a private agency for the same amount. So considering these things, I want the honourable members to realise the enormous trouble that one has to undergo in these matters. It is better to see that a recognised agency takes up this piece of work. The schedule rates are attractive and if any agency were to take up works according to that, the department will be only glad to give as much help as possible by way of supervising the work.

MR. K. K. CHELLAPPAN PILLAI: May I know whether a scheme has been prepared by the present Chief Engineer whereby the co-operation of the villagers could be sought for that item of work.

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**DEWAN BAHADUR L. VENKATAKRISHNAN**: Yes. If I get a proper agency, the work will be proceeded with. I shall see that the village roads are metalled and properly maintained and new bridges constructed within at least 2 or 3 years' time and that is the policy to be adopted by the department hence forward. With the whole hearted co-operation of the House and the public, I hope to carry on that policy.

**PRESIDENT**: Before putting this demand to the vote of the House and in view to the great interest the whole problem has evidently aroused, I should like to say a few words by way of supplementing what the Chief Engineer has stated, although these remarks may traverse a wider field than is properly germane to a supplementary demand. On a previous occasion I definitely said that the work before the P. W. D. in the State, considering the things as they are at present is more than any department could undertake. In other words, our present staff and our present resources are such that if we have to achieve any results, the P. W. D. must cease to be a constructing department and remain as merely a supervisory department. I shall have to say more on this matter in the course of the budget discussion, but in order that honourable members should be prepared during the Budget Session to deal with this matter from the point of view which I shall presently, with the leave of the House, place before them, I may say that the policy of the Government is to lay down a five or seven year programme first and foremost in regard to village roads, secondly in regard to feeder roads, thirdly in regard to trunk roads and fourthly in regard to what may be called national highways. The last category will be a cement concrete road in which the Government of India will co-operate with this Government, I hope, financially as they have indicated the possibility of it being done. There will be one cement concrete road from the north of Travancore to the south. This State will, by itself without involving the Government of India, construct another cement concrete road from North to South. This will be done entirely by the P. W. D. either departmentally or partly departmentally. So far as the two main trunk roads are concerned the P. W. D. must do it. But I am looking forward to the village roads, the village bridges and culverts, the feeder roads and bridges appurtenant thereto being constructed and maintained by the people of the localities concerned. The object of the Government, and I may say this at once, is that if there are duly constituted co-operative or joint stock organisations each having 5 or 7 miles for their jurisdiction which will take up the work of undertaking contracts for the construction and maintenance of village roads and village bridges, Government will, without hesitation, even if the rates are higher prefer those local agents. This is only an experiment and Government hope that they will succeed. I have said this in private conversation to the honourable members of this House and the members of the sister House. I hope Government will have this co-operation. If, for instance, between now and the Budget Session in some selected localities one or two organisations come into existence and they are granted contracts for the construction and maintenance of 2 or 5 miles of road and that experiment succeeds then I am sure, knowing the people as I do, others will begin, and it will be a

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[President]

state-wide endeavour and possibility. I am making it perfectly clear and the Government are willing that the P. W. D. should only supervise and the local organisations should collect materials, should lay the roads, construct the bridges and so forth subject to certain specifications and directions which the P. W. D. will put forward. Let a few organisations of that sort come forward. Those organisations will naturally involve some technical skill. There is a large amount of such technical skill available in the country side in some of our retired officials. There is much more capital in the state than there has been some years ago. It requires some personnel who will enthusiastially devote themselves to that particular work in those localities. There is enough local enthusiasm. If there are a hundred such organisations each willing to take up 3 or 5 miles, the contract will be given to those organisations even if the rates are a little bit higher than the ordinary rates.

The question that Government be granted a supplementary grant of Rs. 6,47,608 under Demand III—Public Works Department including Water Works and Drainage was put and carried.

The Demand was passed and the grant was made.

## DEMAND V—GENERAL ADMINISTRATION, EXCLUDING FINANCIAL SECRETARIAT, ACCOUNTANT GENERAL'S OFFICE AND LOCAL FUND AUDIT DEPARTMENT.

**MR. G. NARAYANAN TAMPI**: Sir, under General Administration, excluding Financial Secretariat, Accountant General s Office and Local Fund Audit Department, I beg to move for an additional allotment of Rs. 4,000 for expenditure under "Travancore Information and Listener." In doing so. I beg to submit, for the information of the House, that this expenditure is of an urgent nature, that it was not anticipated, that it could not have been anticipated and that it does not admit of postponement to the next year. I would therefore request the House to sanction the grant.

**MR. PULIYOOR T. P. VELAYUDHAN PILLAI**: May I know from the member whether this amount would be utilised for publishing correct information or incorrect information ?

**MR. G. NARAYANAN TAMPI**: As correct information, Sir, as could be gathered.

**MR. PULIYOOR T. P. VELAYUDHAN PILLAI**: May I know whether the Government are aware that in one issue of the Travancore Information and Listener it was published that Aranmula was situated on the northern side of the Pampa river?

**MR. G. NARAYANAN TAMPI**: I would inform the House that such errors, if there are any, will not occur again.

**MR. K. K. CHELLAPPAN PILLAI**: Will the Honourable member enlighten us as to why it was not contemplated at the time of the budget ?

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